VOL. 111.--NO. 25.

Bloomfield, N. J. AN INDEPENDENT WEEKLY JOURNAL OF LITERATURE, EDUCATION, GENERAL NEWS AND LOCAL INTERESTS. \$2.00 A YEAR-IN ADVANCE

THE

# SATURDAY GAZETTE, BLOOMFIELD AND MONTCLAIR

AN INDEPENDENT WEEKLY JOURNAL of LITERATURE,

EDUCATION,

POLITICS,

GENERAL NEWS.

and LOCAL INTERESTS.

It is generally acknowledged to be the equal of the best newspapers published and superior to most country papers. It is a matter of pride to these towns which

it so ably and well represents. To sustain these assertions, it would be easy to give a large selection from opinions of its readers and patrons which constantly come to hand. But the paper will

speak for itselt. Subscription price, \$2 a year or \$1 for

WM. P. LYON, Editor and Proprietor, BLOOMFIELD, N. J.

Deutists.

## DR. P. J. KOONZ,

DENTIST.

No. 1 GREAT JONES ST., near Broadway,

NEW YORK.

Laughing Gas administered for the painless ex traction of teeth.

DENTISTRY.

W. F. PINKHAM, D. D. S. Graduate of Philadelphia Dental College). 476 BROAD STREET, NEWARK.

Refers by permission to Mesars. Wm. B. Guild, Jr., Geo. P. H. Harris, Drs. A. Ward, W. T. Mercer, G. R. Kent, of Newark; Drs. Love and Pinkhum of Montelair, and Dr. Wilmarth. of East Orange

## ALEXANDER McKIRGAN.

Successor to Reed & McKirgan.

DENTIST.

No. 48 Bank Street,

NEWARK, N. J.

aughing Gas administered

dec20-11

DR. J. W. STICKLE.

Sugean Dentist, Office and Residence 72 Orange Street. MBAR BROAD STREET.

One Block from M. & E. R. R. Depot. NEWARK, N. J. Gold Fittings a Specialty. Nitrous Oxide Gas administered on the new plan. No charge for extracting, when Artificial

plan. No charge for extracting, when Artificial Teeth are inserted.

REFERENCES — Drs. F. B. Mandeville, Wm. J. Andrewa, G. R. Kent, W. F. Hitchcock, H. C. Ketchum W. S. Ward, W. Mend, Dentist Rev. J. T. Crane, D. D., Newark, N. J., Rev's R. Vanhorn, P. E., Jersey City, C. E. Little, R. B. Collins, J. W. Scran, Newark, N. J., D. Walter-Strien Island Measrs, David Campbell, H. M. Rhodes, W. H. Drummond, Geo. O. Duncklee, James A. Banister, Henry Hagell, W. N. Ryerson, John A. Boppe, A. Paul Scharff, Newark, N. J., A. D. Baldwin, E. A. St. John, Orange, T. C. Houghton, East Orange

### DR. WM. E. BLAKENEY, SURCEON DENTIST-CALDWELL, N. J.

next to the Presbyterian Church. Dr. Wm. E. BLAKENEY, for eleven year practising Dentist in New York, would respectfully give notice to the citizens of Caldwell and vicinity that he has opened rooms for the practice of his profession, in the house formerly owned by Jos. C. Marsh, adjoining the Presbyterian Parsonage, in Caldwell, where he will be happy to receive a call from all requiring the service of a Dentist. service of a Dentist
Artificial Teeth will be inserted on the lates: and most approved principles of the dental art, and warranted to give perfect antifaction.

Laughing Gas will be skilfully administered when required.

BARRETTS, PALMER&HEAL

# DYEING ESTABLISHMENT.

BRANCH OFFICE:

## 451 BROAD STREET.

Directly opp. Continental Hotel, NEWARK. Dresses. Shawis, Cloaks, Sacques, Curtairs, Plano Covers, Coats. Pants, Vest., Sliks, Vetyets Ribbons, Ties Vella, Kid Gloves, Feathers, &c handsomely Dyed and Cleansed. N. B.—Made up Garmenta Dyed and Cleanse without ripping.

Kid Gloves cleaned 10 cente per pair 451 HROAD STREET, Newark, N. J.

# North Ward National Bank

OF NEWARK, NEW JERSEY.

DIRECTORS. H. M. Rhodes, J. G. Pailing, E. G. Faitoute, J. Ward Woodruff,

H. M. RHODES, Pres't. GE

CITIZENS'

# Insurance Company,

Newark, N. J.

JAS. J. DARLING, President.

DEOPLES

## Savings Institution,

APRIL, 15th, 1874 At a meeting of the Board of Managers held this day, a dividend at the rate of 7 PER CENT. PER ANNUM FREE OF ALL TAXES was declared on all deposits entitled

after May 18th.

H. M. RHODES, President. Wm. N. RANDALL, Treasurer

Jublishers

VISON, BLAKEMAN, TAYLOR & CO.

138 & 140 GRAND STREET,

NEW YORK.

American Educational Series and the Education al Reporter will be sent to teachers and educa tionists on coolieation.



Waters' New Scale Planes the great power and a line singing tone, with all modern improvements, and one the MEST Planes BADE. These

THE UNLY

Granite Works in Newark CHURCH & WILLIAMS NEWARK



412 BROAD STREET, NEWARK, N J. Dealers in

and Cemetery Work of every descrip-

jully Plans furnished on application.

Banks, Insurance, &c.

### SMITH & TOWNLEY. WHOLESALE DRUGGISTS, AND DEALERS IN

PAINT.

OILS &c.

YOUR HAT

At DUFF'S CHEAP HAT AND CAP STORE,

441 BROAD STREET.

Opposite M. and E. R. R. Depot.

First class goods of the latest styles now ready.

April 5 – ly

JAMES MOON.

THE UP-TOWN

Practical Hatter,

485 BROAD STREET, Masonic Hall Building

Is now ready with a large assortment of the la-test SPRING STYLES, in Stiff and Soft Nobby

HATS, CAPS AND STRAW GOODS.

BROADWAY DRESS SILK HAT,

a specialty. Constantly on hand and made to order by a practical workman, at prices that cannot fail to please. \$4,50, \$5,00, \$5.50, \$6,00, Super-Extra Fine \$7.00

Baldwin & Meeker

HOUSE FURNISHERS

464 BROAD STREET,

near M. & E, R. R. . NEWARK, N. J

CANTUN MATTINGS,

UPRIGHT & CHEST REPRIGERATORS

THE BEST IN THE MARKET.

Ice Cream Freezers.

with all other articles in the House Fur-

Boots and Shoes.

The Finest and Largest Assortment of

BOOTS & SHOES

to be found in the State, can be seen at the

885 Broad st.

TEN WIDTHS TO EACH SIZE,

onstantly on band, together with

A full assortment of these well known goods

ALL THE LEADING MANUFACTURERS:

Our Gents' Department is replete with all the leading styles of goods from the best manufacturers in the country, including our own

Ladies and gentlemen wishing a stylish and desirable Boot or Shoe can have an opportunity

of examining the finest stock ever offered to

Our own make are made on the latest and most improved principles of abormaking.

C. CARRABRANT

885 BROAD st.

CAWLEY & STRYKER'S.

489 BROAD STREET, NEWARK,

Store, and examine their large stock of Boots

and Shoes, suited to "he Spring trade, from the

anest to the cheapest. All styles and qualities

Sten or THE BIG BOOK.

BURT'S MISSES',

BURT'S CHILDREN'S,

SPECIAL ANNOUNCEMENT.

Spring Goods !

BURT'S LADIES',

Goods delivered free in Bloomfield

MEAT SAFES.

SHABES AND FIXTURES.

Summer Goods!

WIRE COVERS.

WATER COOLERS,

nishing line.

Montclair and vicinity.

ICE PICKS,

Have just received a large stock of

o suit all ages. The

SAVE MONEY BY BUYING

NEWARK, N. J.

THIS Institution commenced business on the 34th of February last, in the Rhodes Building, No. 445 Broad Street, nearly opposite the Mark E. R. R. Depot. It is very conveniently located for residents of Bloomfeld, Mont lair and vicinity who may desire to have banking facilities in Newark. May.2-bum

C. A. Fuller, Win. Titus, E. L. McNaughton, Joseph Feder, Joseph M. Smith, Joseph Coult,

448 BROAD STREET,

PAID UP CAPITAL, \$200,000. ASSETS, OVER \$300,000.

A. P. SCHARFF, Secretary. C. BRADLEY, Surveyor.

45 BROAD STREET, NEWARK, N. J

thereto on the first of May, payable on and Interest not drawn will be credited as principal from May 1st. Deposits made on or before May 2d., will draw interest from which we are offering at low figures.

This institution will remove on or about April 25th to its new Banking room, numper 448 Broad St., under the Continental

Educational Publishers,

BOOKSELLERS & STATIONERS,

. Our new Descriptive Catalogue of the

WATERS' CONCERTO CREAMS

The most Leanthin I in

Style and perfect in ione

ever mase. The Con
CERTO MICH who best

ever placed in ony

Cryan. wireducedly

or taxta actif rods, pe
callingly voiced, the

callingly voiced, the

callingly voiced, the

fill Ell gybich to

Rest than milling and Adulta
STIPRIT G. with

to Imitation,

of the Human

VOICE is SU
FERB. To me blevol. WATERS Philharmon

and Orchestral ORCANS
on UNIQUE PRENCH CASES, occurred
No best bands, and combine PIRILITY
VOI CING and great volume of tene.
Suitable for PARLOR, CHURCH.

or the MENT PIANOS MADE. These Organs and Planos are unitabled it is years. PHICES EXTREMELY I OW for cash or part cond, and balance is menthing a quarterly payments. Socioudhand instruments taken a explange, hand instruments taken a explange, the U. S. set Canada. A liberal discounts Packer, Binister, Church, thou, Light, de. ILLUTTATED LATAILGUS FAILTD.

HORACE WATERS & SON.
481 Breadway, New York. P. O. Rex 2567,

GRANITE WORKS Next door to A. Grant, Jr., & Co's Dry Good

numental, Building

per come apostolical find and a best passellar

cheap as the cheapent.

Saturday, June 20, 1874.

OUR ROADS.

[NOTE.-A meeting of the voters of Road improvement District, No. 1, in the township of Mont lair, was held on the evening of February 25, 1874, to consider an application that had been made for the improvement of certain rouds and streets in said township, by the use

BROOKLYN WHITE LEAD of gravel. After listening to the statements that were would be required to complete the work, it would be proper to obtain fuller information as to the comparative merits of different methods of road-making; and, after voting down the and solid, and if it can be kept in that

> they were authorized to call. This Committee, after completing their inrestigations, called a meeting, which was held on Friday evening, May 6th, 1874, at which they nade the following interesting and valu-

REPORT OF COMMITTEE ON ROAD IMPROVEMENTS, MONTCLAIR. The Committee, appointed for the pur-

ferent plans for the improvement of roads, endeavored to obtain the best and most trustworthy information, bearing upon the subject, by visiting and inspecting roads constructed according to the most approved methods, by personal interviews with those who by practical experience or by

particularly to the disadvantages of the bear the expense, present roads, for they are a subject of reneral complaint comfort and convenience that would come

smooth at all times. It is believed that on this point there is

POUNDATION In noticing the points which distinguish good roads, the first in the order of their that sub-drainage is necessary—because of ant in its effects upon the subsiquent bed. stages of the work, is, that a road which

is at all times hard, dry and smooth, is invariably built upon a dry and solid founand, in the nature of things, there cannot ing as nearly as possible impervious to materials may be, nor with what skill they inclustic. may be used; it is the subsoil on which the roadway rests, that must sustain the weight, not only of the travel which is to pass over it, but also that of the roadway

itself; and it is, therefore, apparent that a road cannot be kept uniformly and surely s ipported. If the foundation be spongy or yield ing, the road vay will have a constant tendency to sink by its own weight; the passage of loaded vehicles will cut it up into ruts, and the motion of one part

against another, whenever the road is used, will gradually reduce the surface to a mass of loose materials. It is for this reason that a good foundation is a matter of primary importance, and that the success of all subsequent work depends largely upon it. For this purpose there c n be nothing better than a bed of dry, solid earth, secure or protected against the approach of water, and the first efforts of road-builders are directed towards finding a natural road-bed of

If the natural soil supplies all that is do but to shape it, preparatory to putting upon it the covering materials which may have been selected. But, if to any degree cial foundation, t it is spongy, or retentive of moisture, or so situated that it is liable to receive the wash of adjoining lands, it is essential that provision should be made to carry off the water; for, unless this be done, the POPULAR BOOT & SHOE STORE, best results cannot be secured.

DRAINAGE. part of the necessary preparation for build- every pressure of the wheels, so that the ing a thoroughly good road. top of t A writer in the "Agricultural Report" solid.

for 1866, says: country, is in being wet at the foundation, and the first thing to be attended to in their construction, is thorough drainage."

neer, of Boston, says: With a perfect sab-drainage, the winits great power to destroy the same, and it also prevents the surface from becoming and heavy use. soaked, and thence destroyed in the sum-

Another writer, Mr. Herschel, civil engi-

Macadam, the originator of "macadamzed" roads, wrote :

and a covering impenetrable to rain must Mr. Penfield, another authority, writes "No attempt at repairs must be made until great care has been bestowed on lack the solidity needed to enable them to

In fact, the evils attending a wet founds- ness of surface is sure to be increased rapidtion are so well known, that there are no ly by wear, differences of opinion, or of practice con

drainage is unnecessary; but when it is remembered that the effect of too much moisture is to soften and loosen the soils, made it appeared, to the voters present that it will be perceived that to this cause the before authorizing the large expenditure that bad character of our roads is mainly attrib-

petition that was beiere them, they appointed a condition, by drainage from below, and a committee to examine into the subject, and to waterproof covering from above, which report the facts and information which they will receive all the wear, there is nothing might obtain to a subsequent meeting which to prevent the road bed from lasting for ever, as it is the only covering that will need to be renewed. COVERING, OR SURFACE, OF ROADS.

> Next we have to consider the artificial overing, or surface, of the road. Of the many forms of pavement, road improvement, which have been tried, those which properly come within the lim-

broken stone. Other good ones have been made, and the construction and maintenance of roads, were most competent to give them the desired information, and also by a careful executed for more speedily, effectually sired information, and also by a careful executed for more speedily, effectually and completely." amination of such books and reports relaties to be made, the nature and extent of the

There is one quality that the road sur-Ro one can use them without being been mentioned incidentally, but which it keenly slive to their defects, and to the is desirable to repeat in this connection, as comfort and convenience that would come it must be borne in mind, while consider-from their being kept uniformly hard and ing the different forms of surface construc-

It is that surface drainage should be no difference of opinion, and that the only provided for, by making the covering, as question for consideration is as to the best nearly as possible, impervious to the wamethod for making roads that shall be ter that may fall upon it, and also, that thoroughly good at all seasons of the year, provision should be made to carry off the and in all kinds of weather. way into and through the road covering.

This is important for the same reason

construction, and one of the most import the softening effect of water upon the road Recapitulating, now, the points which have been mentioned, a well constructed road should have a foundation of earth, To this rule there are no exceptions, cient drainage; and it should have a cover-

be. It matters not how good the surface water, with a surface hard, smooth and It is by this standard that the comparative merits of the different methods oad-construction are to be judged! Limiting our inquiries to those in which he materials used are either gravel or broken stone, we find them divided, by

> two classes. Frst. Those having no artificial founda tion, in which the covering materials are laid directly upon the ground Second. Those having a paved founds The first class includes gravel and "ma

cadamized" roads, and the second those

known as "Teltord" roads, in which a rough pavement is first laid on the surface of the prepared ground, and afterwards covered by the road materials. In the comparisons to be made between them, it is to be understood that the necessity for a thorough preparation of the soil on which they are to be laid, by drainage or otherwise, in order to obtain a

that character, or forming one by artificial sure foundation, is common to all of these roads. In other respects there are wide difnecessary in that respect, there is little to ferences between them, which need to be Of those mentioned as having no artifi cial foundation, the first in the order of

cheapness of construction are

GRAVEL ROADS. These take their name from the fact tha gravel forms the larger part of the material used in making them; but it may be noted, that they are not made of pure So important is this considered by prac-tical road builders, that there is nothing bles, of which gravel is largely composed, which they insist upon with greater em- are mixed with other material, their round phasis than upon drainage, as an essential ed surfaces cause to turn and twist under rials, a bottom course, or layer of stones

To overcome this difficulty, it is usual to add to the gravel a proper proportion of earth, mixing them well together, and The point in which more than in any to add to the gravel a proper proportion other, highways are defective in this of earth, mixing them well together, and then thoroughly incorporating them by casily understood. Suppose that the heavy rolling. By this means, if the material added is of a proper quality, it serves to bind and keep the gravei in place, and the combination is said to make a road of which average ten by five inches, or much better than ordinary country roads, fifty square inches, so that each square inch made entirely of earth; but with all the of the soil receives only 1-25 mart of the ters' frost, having no water to act upon made entirely of earth; but with all the of the soil receives only 1.25 part of the within the bedy of the road, is robbed of care that can be exercised, they fall short surface pressure, and there is, therefor, no of meeting the requirements of constant

Their most obvious defect is that the surface is not sufficiently water proof. In wet weather the binding material beomes so seftened by water, that the sur "It is the native soil which supports the face yields to the pressure coming upon weight of the traffic; that, while it is prewater, which having no other means of esserved in a dry state, it will carry any weight without sinking; that this native cape, soaks into the road and renders it soil must be previously made quite dry, still more liable to injury; and when the then be placed over it to preserve it in surface is in danger of being broken up and its smoothness destroyed. Another objection is, that even under

drainage, a point so desirable in road stand the wear of heavy traffic.

making, that any exertion in other respects will be fruitless, when this is attendant patching is necessary to They are pleasant to ride upon, but con stant patching is necessary to keep them in order, for the reason that any uneven-

the most favorable circumstances, they

These objections apply even to the most

p. only makes the muo deeper."

St. Nicholas, in the northern part of the the interstices, and working the whole incits the interstices, and working the whole incits of New York, than which there is

probably no better gravel road in the country. The engineer in charge of this road made, it by said that every effort had been used to day's use. make it a thoroughly good one, but that, after only six months service, it was aleady in need of repairs, while another road, in the immediate neighborhood, a Telford road, made with a macadam surface and finished in the same time, was still in pertect order. And he gave it an his opinion, formed after through trial, that gravel roads are not a success.

If well founded objections can be urged against gravel roads, constructed as this one was, in the most skillful manner, and regardless of cost, it would seem hardly wise to make further attempts of a similar kind, until other and superior modes of construction are devised.

Gillespie, in his text-book on "Roads and Road-Making," makes prominent men tion of the defects of gravel roads, which its of the present inquiry are gravel roads, results from the roundness of the pebbles 3,000 feet of and those made, in one way or another, of and their being easily displaced by heavy to the tubs. wear, and says that:

"The evil continues until, by long use are extensively used, but they are not so the peobles become broken into angular well adapted to country roads, and the fragments, after which they form a com heavy expense attending them forbids pact mass. But since this is so desirable their use, except in large towns and cities. con-ummation, the task of breaking the For, it will be remembered, that no one stone ought not to be imposed on the vehitheir official position and connection with kind of road can be the best for all places. cles, but should be performed in advance

The last paragraph quoted suggests th ing to the subject, as they were able to travel expected, the kind and quality of consult.

Travel expected, the kind and quality of practical remedy for the defects of gravel the materials that can be most readily ob-It is not considered necessary to refer tained, and the ability of the people to ply by his system of making what are now

MACADAMIZED ROADS.

These come next in order, but in th simplicity and in the cost of their construc-His principle was, "that the stones should be all broken by hand into fragments before being placed on the road, and that no rounded stones should ever be in-

troduced.

Next, observing that whenever a car iage wheel or horse's hoof fetl on the edge of a large stone, it was loosened from its the best directed efforts, will make its place, disturbing the smaller ones for a considerable tlistance around it, he made it a rule that no large stones should ever be employed. It is by these principles, using no round-

> tinguished, and it was by their proper application that he was able to unite and consolidate the materials used into one mass, almost as solid as the original stone. with a hard and smooth surface. The stones are broken so that the largest of them in their largest dimensions can pass through a ring 21 inches in diameter.

In reducing them to this size, there

ed stones and breaking the larger ones into

angular fragments, that his system is dis-

are many smaller stones, which, when the mass is thoroughly rolled together help to make it more compact. In applying them to the road, they are laid immediately upon the ground in layers he peculiarities of their construction, into of about three inches in thickness, each tayer being heavily rolled before another is added, until a body of stones of the desired thickness has been secured, varying from six to twelve inches, according to the nature of the soil, the quality of the mate

rials, the character of the travel expected, and the severity of the frosts. The consolidation is greatly aided b the use of a heavy roller, but, when the rolling is finished, it is still very different from one which has been long in use; for although the materials have been presse into position, where they mutually sustain and keep each other in place, they yet lack the close adhesion which they acquire after long use; and, as the surface thus formed, cannot be entirely water-proof, and more or less water finds its way through it and into the ground below, this mode of construction is subject to great defects. The lower stones are forced into the roadbed, making a mixture of earth and stones which will always be more or less ope In winter, the water which penetrates the road, freezes, and is likely to break it up and after a thaw and in wet weather, the road becomes softened and the wheels west

it into ruts. It was to prevent these evils that wha

are now called

TELFORD ROADS were made, the peculiarity of which is that upon the bed prepared for the roads mateis to be set by hand in the form of a close top of the road cannot become firm and firm pavement, so laid, that by distributing

The way in which this is effected

danger of the pavement stones being preseed into it, nor of the soil being forced up between them. The advantage of this system are most

striking, when the natural soil is retentive

an under drain to carry off the water which

finds its way through the broken stone surface. The paved foundation is formed by layinches in their greatest diminsions, nearly server. parallel sided, and not more than seven or eight inches in depth. They are laid close together, with the broadest edges down. and lengthwise across the road. Next they are wedged together with thinner stones and quarry chips, until every stone is bound and held in proper position, after which the projecting points are broken off, and the surface evened by filling the cre-

On this a layer of macadam, or broken stone, of a size to pass through a ring Jersey City.

vices with stone chips.

Single Copies, 5 Cents

cerning them. Unless the wet places are thoroughly constructed gravel roads, - about 24 inches in diameter, is laid and properly drained, "the action of frost those which either have artificial founda-heaves and breaks up the road-way, ren-tions or are laid on soil of a gravelly or dering it nearly impassbale in Spring, while the common expedient of applying more materials to the surface, and rounding it suggested during a ride over the Avenue screenings, with abother rolling, filling

> When a road of this kind is properly made, it becomes more compact with each

If the foundation stones are properly set and wedged together, they cannot rise to the surface, and the broken stones, being prevented from mixing with the soil, became united together and form a solid

[ To be concluded next week.]

## Items of Interest.

Some idea of the extent of the maple sugar crop in New England, may be gathered from the following result in two New Hampshire towns: In Warren, 42,000 1bs in Campton, 100,000 lbs. One man in that town, tape 1,200 trees, and has more than 3,000 feet of gutters,in which the sap runs

The will of the late General Dyer is a nodel for brevity and clearness. It is as follows: "I, Alexander B. Dyer, chief of ordnance, United States Army, reposing the utmost confidence in my beloved wife, Eliza B. Dyer, bequeath all my property, real and personal, to her and constitu

tered upon the occupancy of new and ex-tensive piers at the foot of Christopher

During a brief rain and thunder storm at Paterson, N. J., on the 22d a man and a little girl were struck by lightning. The latter, who was standing by a window when she was struck, was seriously injured,

and is not expected to recover.

Important changes in the relations of usband and wife, and the rights of married women, have been made by a new Massachusetts statute. The wife may sell her real estate without the husband's consent, and she may contract with everybody but her husband as if she were single. She may do business on her own account, or in partnership, though not with her hus-A house at Cincinnati, fell, and seven

persons were buried in its ruins. Two of

hese died soon after being rescued. The

house had been cracking and snapping all

the afternoon, and at ten o'clock the oc-

cupier decided that it was unsafe to remain; but while they were preparing to leave, the building fell. The persons killed were a child four years old and a man who was passing the house at the time. Mr. James T. Fields says that since 1854 there has not graduated from any American college a man who has yet made

tor, a statesman, a poet, a preacher, an essayist, or an historian. The subject of cream-ation, says the Graphie, might with propriety be discussed during berrying season.

any great mark either as a lawyer, an ora-

Since the beginning of ocean navigation by steam, thirty-three years ago, fifty-one steamers have found the bottom of the ocean. The first was the President, and the last one the Europe. Capt. Jesse Ludlam of Bridgehampton,

. I., was killed by a mad bull. He was returning home from a neighbor's when the bull attacked him. The horse in trying to escape overturned the carriage, and, becoming entangled in the harness was at the mercy of the infuriated beast, who rush ed upon and gored him in a terrible manner Mr. Ludlam could not extricate himself, and was next attacked by the bull, who first trampled upon him, and then, with a single thrust of his horns, picreed him to the heart, causing instant death. The Charleston, S. C., Courier, remark-

ing on the recent delinquent tax sales in

Charleston county, occupying five days, concludes: "This is an appalling exhibit.

Twenty-nine hundred pirces of real estate

confiscated by the State for delinquent

taxpayers have not a solitary representative in the Legislature of the State, Prof. James A. Whitney, President of the New York Society of Practical Engineer ing, has in preparation a work on the "Relation of Patent Laws to Modern Industrial, Social and Intellectual Progress." It will be prefaced by a dissertation on the history of inventions from the earliest times to the inception of patent laws in the beginning of the seventeenth century.

Vice-President Wilson expects to bring out the second volume of his history of the Rise and, Fall of the Slave Power in Ameries within a few weeks. It will be larger than the first volume, and will extend from the admission of Texas to the election of President Lincoln. A large portion of the work on the third volume has also been of moisture, for the pavement then acts as performed,

for driving his horses at a gallop while ing broken stone, of not more than twelve his truck was heavily loaded .- N. F. Ob-A farmer on the Orange mountain shot at a supposed burglar and next morning found that he had killed his valuable

Jersey for justice. A colored teamste

over in Jersey City was fined \$35 last week

home, which had got loose in the night and wandered out from the barn. The first colored juryman ever drawn in Hudson County served last week in a case

tried in the Court of Common Piece, in

